

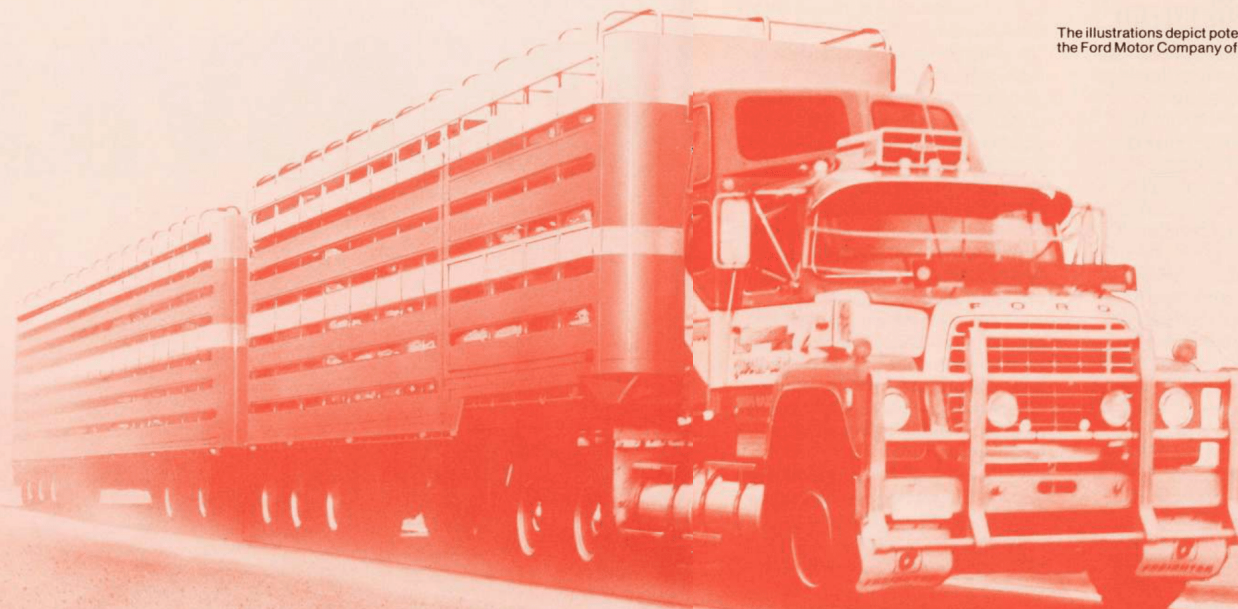
LOUISVILLE

Ford

Trucks



The illustrations depict potential operating functions. The trailers are not available from the Ford Motor Company of Australia Limited and various non-standard items have been fitted by the operators.



The building of a legend.



It was first built by Ford over a decade ago at Louisville, Kentucky (U.S.A.), in one of the world's biggest truck plants. On introduction, Louisville met with wide acceptance as a durable and reliable heavy truck with a performance capability and economy of operation equal to that of most of the other big names available.

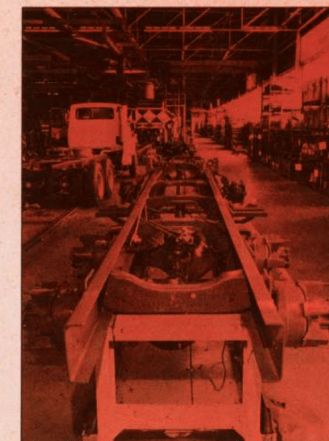
After attaining sales of 30,000 units a year in North America, Louisville was thoroughly re-specified in Australia and launched on the local market in 1975. Since that day, over six thousand Louisvilles have rolled off the line at the Ford Truck assembly plant at Broadmeadows, Victoria.

Today, Louisville is one of the big names in Australian trucking and plays an increasingly important part in many of the biggest and most demanding line haul operations.



Assembly line, Ford Truck Plant at Broadmeadows, Victoria. Louisville is one of the few trucks built on the assembly line system in Australia. Two of the benefits of this are availability and comprehensive parts back up.

The truck assembly facility at Broadmeadows commenced operations in 1971 with the completion of this 25,500 square metre plant, where Ford manufactures a wide range of trucks, from one-tonners to Louisville.



Percentage trucking—the Louisville way.

More than ever before, trucking is a percentage business. As costs increase, the industry is becoming increasingly aware of the need for efficiency—and increasingly vigilant in maintaining its profit percentage.

Profit efficiency. It's what today's Louisville is all about.

Whether you run one heavy truck or a fleet, you owe it to your balance sheet to know about today's Louisville. After all, the right choice of capital equipment is critical to the success of every business, especially trucking.

Proven productivity.

With its potential for low downtime and high earning capability, today's Louisville is designed with increased productivity in mind. Downtime is directly related to the durability and reliability of the components used in the build. That's why Louisville is a display case of some of the world's best: Cummins, Caterpillar and Detroit Diesel engines, Eaton Fuller transmissions and Allison Automatics, Dana Spicer and Borg & Beck clutches, Rockwell and Eaton rear axles, Hendrickson, Reyco, Rockwell and Ford rear suspensions. Premium quality proprietary equipment designed to go on performing under the most demanding conditions.

Unlike many of its cab-over-engine competitors, Louisville has maintained its normal control cab design with the benefits of good aerodynamics and fuel efficiency, especially over line-haul distances.

The Louisville short conventional cab offers these benefits without the length penalty usually associated with bonneted trucks (it's no longer than many C.O.E. designs). Being a fixed cab design, Louisville assists in maintaining durability and reliability in such areas as gear change linkage, steering, foot operated controls and pipe/cable runs.

Productivity is further assisted by low tare truck mass in proportion to high payload (depending on trailer or body). Weight saving is afforded by the tough, resilient fibreglass bonnet, plus aluminium fuel tank, forged aluminium engine mounting brackets, and high tensile steel frame side members.

Service back-up is another vital link in the productivity chain and this is provided through the Ford service network. It's a big part of the reason why Louisville is one of the top names in heavy trucks. And it's this scale of commitment from Australia's widest truck-range marketer that is your assurance of long-term support when you decide to go with Louisville.

Cost of ownership.

The cost of ownership is a sum of many parts and the uppermost one these days is usually that of fuel consumption.

Fuel consumption is affected by many factors but has a direct relationship with your choice of engine and drivetrain. Where the latest turbo-charged engines are fitted, wide step 9-speed direct drive transmissions allow vehicles to operate in their most efficient rev range. This has the effect of reducing fuel consumption as well as drivetrain wear, while at the same time achieving a cruise road speed at a governed engine RPM.

Another contributing factor in overall fuel efficiency is aerodynamics. Louisville has a relatively small frontal area for a good angle of entry, but you'll also need to consider load profile and the feasibility of fitting roof spoilers, for example.

Further fuel efficiency is attained with the fitting of thermostatic cooling fans—Schwitzer in 8000 series and Rockford in 9000 series. Plus radial ply tyres for reduced rolling resistance—optional at extra cost.

But low-cost ownership is based on more than fuel considerations. Ford is pleased to report that in tests run on

the truck, cost-to-operate figures were significantly better than those originally projected. Combine this with the Ford dealer network plus a rapid parts availability service and you've got a low downtime potential.

On the mechanical side, there are dozens of other features built into the truck to hold down operating costs. Your Ford Truck Specialist Dealer will be happy to familiarize you with these and any other details you may require.

Finally, your cost-of-ownership equation cannot be completed until the truck is sold. And at this stage in its history, Louisville has been shown to provide an excellent return on its original investment. This has been evidenced (for example) by the very strong demand for the truck on the used market where they are much sought after.

Driver environment.

With the need for greater productivity, truck manufacturers are

putting more thought into upgrading cab interiors, and Ford is no exception. In dimensioning terms, the Louisville layout is basically unaltered from when the truck was introduced to the North American market over ten years ago, showing the original ergonomic engineering to have stood the test of time. However levels of comfort, instrumentation and control have been improved significantly. The current cab package provides convenience of operation, ease of exit and entry, combined with a high degree of working comfort.

But size alone is not a measure of roominess. It's how this room can be tailored to suit a driver's needs. For example, in Louisville 9000 models, the steering column is adjustable to nine positions while at the same time maintaining a constant 20° wheel angle for driver comfort.

Because an important cause of driver fatigue is noise, the Louisville cab is lined with premium quality insulation up to 20mm (¾") thick. And in most models, the vertical exhaust

has been located at the rear passenger corner of the cab, as far away from the driver as possible.

Visibility all round is excellent, without enveloping the driver in glass and running the risk of producing uncomfortable hot-house conditions. In the same way, ventilation is tailored to the Australian temperature range with the accent on fresh air flow, followed by heating.

But the basis of driver comfort is the driver's seat. Louisville features the Cush 'N' Aire seat, contoured, air suspended, and air adjustable to the driver's seating height. It's the latest in a long list of improvements designed to make Louisville a more efficient environment in which to work—and therefore more productive for driver and operator alike.

Louisville's proven driveability.

Years of development have produced a truck with impressive directional stability, that's well balanced and highly manoeuvrable. Power controls are responsive and designed to transmit full road and load 'feel', so necessary for safe driving. Forward down vision at 6.8m (22.3 ft) is excellent and results from the low installed height of the cross-flow radiator. Visibility through the windscreen is good, especially in the wet when the over-lapping wiper pattern provides a swept area equal to 80% of the glass area. Instrument panel gauges are calibrated to provide a 3 o'clock read out when systems status is normal. And recently developed braking back-up systems offer additional security for both prime mover and trailer alike.



The power of Louisville.

The illustrations depict potential operating functions. The trailers are not available from the Ford Motor Company of Australia Limited and various non-standard items have been fitted by the operators.

As part of the range of proprietary equipment offered, operators have the choice of Cummins, Detroit Diesel and Caterpillar powerplants (depending on model).

Cummins.

The Cummins V-903 engine first powered Louisville in 1975. Since then it has established a high order of acceptance as reflected in over 5,000 unit sales - a higher figure than that of any other engine in the over 250 HP premium diesel class. In 1980, Ford capitalised on this excellent reputation by introducing the VT-300 engine to the Louisville range. A significant feature of the VT-300 is the available reserve power which actually increases with reducing engine RPM, reaching a maximum of 234 kW (313 HP) at 2100 RPM. The benefits are greatly



improved vehicle driveability, reduced gear changing and trip times for increased productivity with excellent fuel economy. In customer validation testing, the VT-300 averaged 6.9%* better 'brake specific fuel consumption', but when matched to a 9-speed transmission, and fitted with a Rockford thermostatically controlled cooling fan, fuel economy improved by up to 15%*. The accompanying 31%

torque rise enabled a wide-step transmission to be fitted. In addition to performance improvement, levels of exhaust smoke and engine noise were also reduced. Cummins Formula 300 also available.

Detroit Diesel Allison.

In 1980 Ford provided an alternative power plant option from Detroit Diesel - namely the "Fuel Squeezer" 6V-92TTA engine. This effectively opened the door for Louisville to those fleets which had previously standardised on Detroit 307 HP



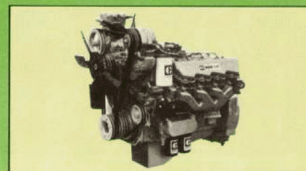
engines. The 6V-92TTA in its standard 229 kW setting provides excellent fuel economy, vehicle performance and low tare weight (in common with the VT-300 Cummins). Its high torque and matching power characteristics are matched to a wide-step 9-speed transmission producing good over-the-road performance and fuel consumption figures. An important feature of the 6V-92TTA engine is that it provides power flexibility to suit varying applications - that is, from 186 kW (250 HP) through to 250 kW (335 HP), allowing vehicle power to be ideally specified to satisfy an operator's current and future needs.

The 6V-92TTA also provides similar packaging to the Cummins VT-300 for servicing ease and controlled intrusion into the cab area. Added to this, it is proven in both the local and North American market in terms of fuel efficiency, performance and low overall operating costs.

Caterpillar.

The Caterpillar 3208 8-cylinder diesel in both the 130 kW (175 HP) and 157 kW (210 HP) power ratings is standard fitting in the Louisville 8000 series. Hundreds of thousands of these engines have been in general use throughout the world since 1967. Their performance and reliability is proven in all manner of heavy-duty transport applications.

The Caterpillar 3208 is easy to service with reasonable in-frame



overhaul and exchange component costs. Plus, re-manufactured engines and short blocks are available for fast service turn-around and low cost per mile of operation. The engine features excellent fuel economy, high torque rise and a wide operating range resulting in peak performance, immediate response and long life.

Turbo test bed proves fuel efficiency.

In this 'real world' test program initiated and monitored by the Ford Truck Engineering Division, a leading line-haul operator was invited to run two engineering prototype LNT-9000's. One was powered by a turbo-charged Cummins VT-300, the second by a Detroit Diesel 6V-92. To date the test program has run well over 200,000 kilometres and can only be described as a real success. The Cummins turbo-powered Louisville, when fitted with a thermostatic fan and driving through a 9-speed transmission

returned up to 15%* better fuel economy over the Melbourne-Sydney-Brisbane route. A saving of this percentage contributes a significant reduction in operating costs, especially when multiplied by the working life of the truck.

*Actual fuel consumption however depends upon many factors including driving habits, load, load profile, conditions and the vehicle's equipment condition and use.

Louisville selection guide.

Your Ford Truck Specialist Dealer has a selection guide for the whole Louisville line-up. It provides recommendations on the specifications and applications for every truck in the range. The right choice of engine, transmissions, axles, suspensions and their working compatibility are critical to the success of your business. That's why Ford lays such stress on the correct tailoring of the truck to its planned end use.

Suitability for Australian conditions.

Ford monitors design criteria which are being adopted in the source country (U.S.A.), and selects those improvements specific to Australian operating and climate conditions for incorporation into the locally made Louisville range.

NOTES: (A) BOLD TYPE INDICATES RECOMMENDED REAR AXLE RATIOS AND REAR SUSPENSIONS FOR NOMINATED APPLICATIONS.
(B) ROAD SURFACE TYPES: TYPE 1 - WELL MAINTAINED MAJOR HIGHWAYS OF CONCRETE OR ASPHALT CONSTRUCTION AND LIMITED AMOUNT (15%) OF WELL MAINTAINED GRADED GRAVEL ROADS.
TYPE 2 - MOST HIGHWAYS AND ROAD SURFACES (SEALED OR UNSEALED) EXCEPT UNLIMITED AMOUNT OF POORLY MAINTAINED UNSEALED GRAVEL OR DIRT ROADS WITH CORRUGATION AND POTHOLES.
TYPE 3 - ALL ROAD SURFACES INCLUDING "OFF ROAD"

(C) G.C.M. RATINGS:

GCM (KG)	ENGINE	TRANSMISSION	REAR AXLE	RATIO	REMARKS
40820	ALL	ALL	SP40	ALL	STANDARD LNT 9000
40820	NTC-350	RTF-12515	SSHD	3.9; 4.11:1	
54400	VT-300	RTF-12513/15	SSHD	5.29:1	O.S.O. TRANSMISSION - SEE NOTE "D"
54400	6V-92TA	RT-12513/15	SSHD	4.63:1	O.S.O. TRANSMISSION - SEE NOTE "D"
74400	NTC-350	RTF-12515	SSHD	4.33; 4.63; 4.87:1	

(D) FOR OFF-STANDARD OPTION (O.S.O.) TRANSMISSION AVAILABILITY SEE YOUR FORD TRUCK SPECIALIST DEALER.
(E) FOR SPEED RATIO CHART AND SUSPENSION SELECTION GUIDE, SEE OVER.

NOTES: (A) **BOLD TYPE** INDICATES RECOMMENDED TRANSMISSIONS, REAR AXLES AND RATIOS, AND REAR SUSPENSIONS FOR NOMINATED APPLICATION.

(B) GCM NOT APPLICABLE TO LNT 8000, CAT 320B, 175 HP MODEL.

(C) LNT 8000 FOR USE IN SOUTH AUSTRALIA, WEST AUSTRALIA AND NORTHERN TERRITORY SHOULD BE SPECIFIED WITH S38H AXLES TO ALLOW VEHICLES TO MEET STATE AUTHORITY AXLE LOAD LIMITS. HEAVY DUTY APPLICATIONS FOR OTHER STATES SHOULD ALSO BE SPECIFIED WITH S38H AXLES.

Back-up that helps keep you rolling.

Louisville back-up. It helps keep you on the road and rolling.

The decision to buy the right truck is critical. But it's only one step ahead of buying the right truck with the right service back-up. Consider these facts on Louisville.

Extended warranty.

Ford Warranty details are available from Authorised Ford Truck Specialist Dealers.

Capable dealer network.

Almost forty Truck Specialist Dealers are strategically placed along the country's main trucking arteries. Most of them are also authorised service agents for the engines and transmissions specified in Louisville, including Allison automatic transmissions.

This heavy-duty network is supported by around 400 Authorised Ford dealers. They may not have a replacement hydraulic pump for your Ross power steering gear on the shelf but they can help you or put you in touch with the network of Ford Truck Specialist Dealers.

Service training schools.

To maintain this 'pool' of Louisville service knowledge, Ford regularly conducts training schools in most capital cities. In this way, Dealer mechanics and supervisory staff rapidly become familiar with engineering changes incorporated in the latest Louisvilles.

Emergency towing service.

Many Truck Specialist Dealers offer a 24-hour heavy towing service to quickly move vehicles which require more than roadside repair to their workshop facilities. In this way, major jobs are commenced without delay, and perishables, livestock or valuable loads are kept under your close control.

Spare parts hotline.

Truck Specialist Dealers carry excellent stocks of Louisville spares, but where a particular part is not available, special round-the-clock hotline numbers ensure top priority is given to locating the part and forwarding it anywhere in Australia. The objective is that the time taken from request to receipt should not exceed 24 hours.

Comprehensive parts service.

The Ford Parts and Accessories operation at Broadmeadows is one of the largest of its type in Australia. On the odd occasion when a specific part isn't available, Ford has the ability to cannibalise components off partly built Louisvilles on the line. This is a major plus for intending buyers. Because of its size, the Ford parts organisation can offer an excellent service. Mechanical components. A replacement chassis (for example), because with high tensile steel, it's not possible to successfully straighten the rails. Or maybe a completely new cab, from the bare primed metal stage up to painted, trimmed and wired.

The 'Truck Specification List'.

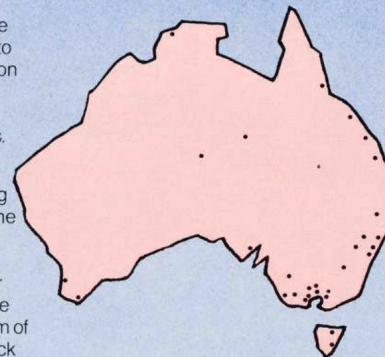
Every Louisville gets its own identity card. Called a Truck Specification List, it details over fifty major components used in every Louisville build. One copy stays in the truck where the driver or mechanic can refer to it. A second copy is held by the selling Dealer. While the master copy is held by the Ford National Parts Distribution Centre. This triplicate arrangement assures that when the time comes for replacement parts to be fitted, the TSL (Truck Specification List) combined with the Ford Parts Manual allows for the rapid and accurate ordering of replacements.

You talk. We listen.

Ford has been in big trucks long enough to know that 'truck talk' is the life blood of the industry. We listen when drivers have an operating problem. We listen when owners or fleet operators have a maintenance query. We listen via a compact team of full-time service engineers and truck sales managers we maintain in the field. And then we act. By keeping the lines of communication between drivers, owners, Ford Dealers, and Ford Regional Offices as short as possible, we keep our finger on the pulse of heavy trucking and every Louisville buyer benefits.

That's the Ford Louisville Service Story.

It's something you need to consider very carefully when you're about to make a five-figure capital investment. Your nearest Ford Truck Specialist Dealer can give you further facts on the Louisville Customer Service Program. To him, it's just about as important as selling a new one.



PLEASE NOTE:

The purpose of this brochure is to provide prospective purchasers with a general description of and an introduction to the products featured in it and should be read in the light of the following:

1. Subject to the laws of Australia and/or of any applicable State or Territory thereof and/or the regulations of any competent authority which may apply from time to time, Ford Motor Company of Australia Limited and Ford Sales Company of Australia Limited each reserves the right at its discretion at any time and without prior notice to discontinue or change the models, features, specifications, designs and prices of the products referred to in this brochure and any standard, optional or available equipment therefor or any accessory for use on or in connection therewith without incurring any liability whatsoever to any purchaser or prospective purchaser of any such product, item of equipment or accessory. Because of the possibility of the discontinuance of or changes in models, features, specifications, designs, standard, optional and available equipment, accessories and prices, a prospective purchaser should consult an Authorised Ford Dealer for the latest information with respect to such matters and with respect to the availability of the products, optional and other equipment and accessories referred to in this brochure before deciding to place an order.
2. Some optional or other equipment items or accessories may be required to be ordered or used in combination with or without other optional or other equipment items or accessories. Unless otherwise stated optional equipment and accessories are extra cost items. Details with respect to these requirements and costs can be obtained from an Authorised Ford Dealer.
3. Because of the variations which occur in manufactured products all capacities, measurements, dimensions and weights quoted in this brochure should be taken as approximate only.
4. The availability at any particular time of any of the products, items of standard, optional or available equipment or accessories referred to in this brochure will depend on the local and/or overseas supply situation prevailing at that time.
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FORD L SERIES





Ford Australia-We're moving with you.

F

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FORD LNT8000 Diesel 210

Maximum Gross Vehicle Mass	20870 kg (46000 lb)	
	21900 kg (48300 lb) *	
Maximum Gross Combination Mass	29500 kg (65000 lb) **	
Wheelbase Lengths Available	4115 mm (162 inch)	
	4720 mm (186 inch)	
	5640 mm (222 inch)	

*With SQHD rear axle option.

**With 6.17:1 ratio option (SLHD or SQHD) only.



AXLE FRONT

Front I Beam. Capacity 5450 kg (12000 lb)

AXLE REAR

Rockwell SLHD; Full floating; Hypoid 5.83:1 ratio; 370 mm (14.5 in) diameter ring gear; Capacity 15450 kg (34000 lb); Inter axle differential with air actuated lock

BRAKES

Service: Dual circuit air system; Air pressure gauge, low air pressure warning buzzer and light

Size:

Front: 381 x 102 mm (15 x 4 in) cam actuated

Rear: 420 x 178 mm (16½ x 7 in) cam actuated

Total Lining Area: 7884 cm² (1222 sq.in)

Park Brake: Axle mounted spring set (Anchorlok) on both rear axles with dash mounted control

CHASSIS

Single channel section 260 x 79 x 9.5 mm (10.25 x 3.12 x 0.375 in); Material 758000 kPa (110000 psi); Section modulus 260.6 cm³ (15.9 in³)

CLUTCH

355 mm (14 in) diameter; twin plate; mechanical actuation; Facing area 2735 sq.cm. (424 sq.in)

DRIVELINE

1760 Series

Inter-axle shaft — 1610 Series with "Glide-cote" splines

ELECTRICAL

12 volt negative earth system; Batteries, 3 x 12 V 68 A.H. = 204 A.H. total; Alternator 40 amp; 7.0 inch (178 mm) headlamps; Park lamps; Cab clearance lamps; Front direction indicators; Rear combination stop-tail, turn and reversing lamps; Number plate lamp; Single electric horn; Hazard warning lights; Low air warning prove-out feature through ignition switch

Instruments:

Speedometer — metric; Tachometer; Fuel gauge; Dual air pressure gauge; Ammeter; Oil pressure gauge; Water temperature gauge; Audible low air pressure warning buzzer; Warning lights for — Differential lockout control; Headlamp high beam; Low air pressure; Direction indicator

ENGINE

Caterpillar Model 3208 10.4 litre (636 cid) V8 OHV diesel; Taxable horsepower 64.8; Compression ratio 16.5:1; Bore x Stroke 114 x 127 mm (4.50 x 5.00 in)

† Gross power at specified RPM

157 kW @ 2800

210 BHP @ 2800

Nett power at specified RPM

149 kW @ 2800

199 BHP @ 2800

Gross torque at specified RPM

657 Nm @ 1400

485 lb/ft @ 1400

Nett torque at specified RPM

648 Nm @ 1400

478 lb/ft @ 1400

Features — Full flow replaceable oil filter; Heavy duty primary dry element air cleaner with restriction indicator; Pressurised cooling system with cross flow radiator incorporating coolant sight gauges; single vertical exhaust; thermal fan; Bendix-Westinghouse .34m³/min (12 CFM) air compressor

FUEL SYSTEM

273 litre (60 gallon) 'D' section tank mounted on LH frame; Two-stage fuel filter; Water separator

FRONT SPRINGS

Asymmetric type; 9 leaf; 2721 kg (6000 lb) pad rating each

FRONT SHOCK ABSORBERS

Double acting telescopic

REAR SUSPENSION

Hendrickson RT 340 Series; 12 leaf 15422 kg (34000 lb) ground rating

STEERING

Ross HF-64 Integral power assistance; Ratio 23.4:1 508 mm (20 in) diameter steering wheel

TRANSMISSION

Fuller RT-6613 Roadranger Ratios, 17.93; 14.04; 10.96; 8.61; 6.74; 5.26; 4.11; 3.29; 2.61; 2.05; 1.60; 1.25; 1.00:1; Reverse 19.06; 9.15; 2.78:1; Countershaft brake on RH P.T.O. opening; Heavy duty 8 bolt S.A.E. pattern P.T.O. opening at bottom

WHEELS

20 in diameter — 6 spoke cast spider and hub assemblies front; 5 spoke cast spider and hub assemblies rear

RIMS

7.5 x 20 flat base three piece demountable type — 11 supplied

TYRES

10.00 x 20 x 14 PR — 2 supplied front
10.00 x 20 x 12 PR — 8 supplied rear

CAB

Two seat welded all steel cab with tilting reinforced fibreglass front end for ease of engine access
Features — Laminated windscreen; National Cush-N-Aire low back driver seat with air suspension/height adjustment; National Companion low back passenger seat; Westcoast mirrors; Lap seat belt — driver and passenger; Armrests on both doors; Heater/Demister with 3 speed blower; Variable temperature control and 4 position air control; Dual padded interior sun visors; Fascia crash pad; Coat hook; Ashtray; 100% washable polypropylene carpet, non-woven; Cigarette lighter; Dual air operated self-parking windscreen wipers; Electric windscreen washers; Assist handles both sides

Cab Finish: Electrocoat undercoating with baked enamel finish

OPTIONAL EQUIPMENT

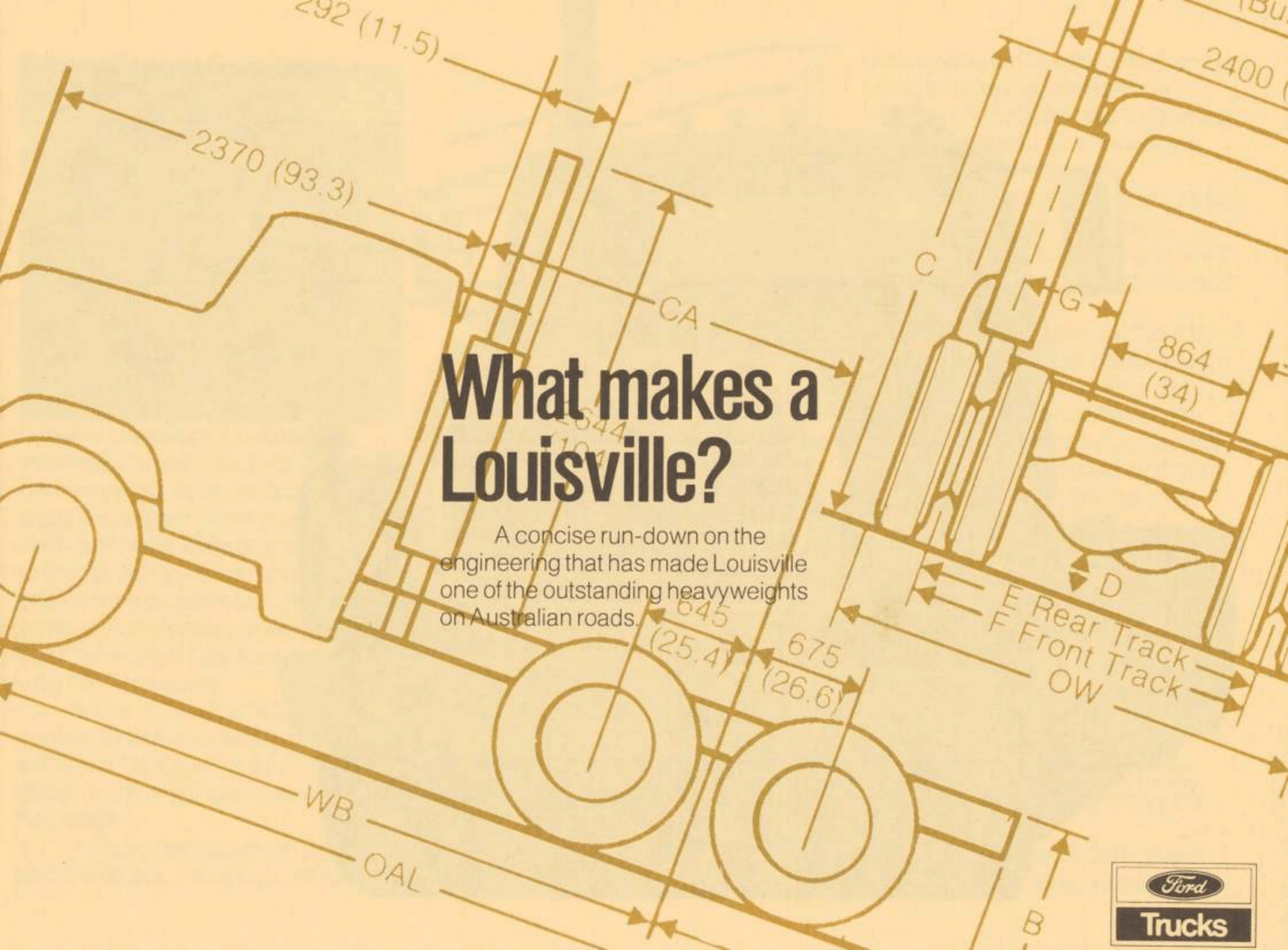
Automatic Transmission —

Available only on 4720 mm and 5640 mm wheelbase: Allison MT653; Ratios 8.04; 3.58; 2.09; 1.39; 1.00:1; Reverse 5.67:1; 6 bolt SAE pattern P.T.O. on RH side with transmission temperature warning light, dash mounted control

Spare Tyre: 10.00 x 20 — 12 PR or — 10.00 x 20 — 14 PR

Rear Axle: Available on 4720 mm wheelbase; Rockwell SQHD; Capacity 17240 kg (38000 lb); Rear suspension for this option is Hendrickson RT 381, 17240 kg (38000 lb) ground rating
Axle ratios: SLHD — 6.17:1; SQHD — 6.17:1, 5.83:1
Tyres: 10.00 x 20 — 14 ply 10 supplied

†Actual engine flywheel power has been derived from test procedure SAE J-81 6b — standard conditions of 150 m (500 ft) altitude and 29.4°C (85°F) air intake temperature. As there can be variations in the performance ratings of individual units, the above ratings must be taken as being approximate only. (See notes on reverse side hereof.)

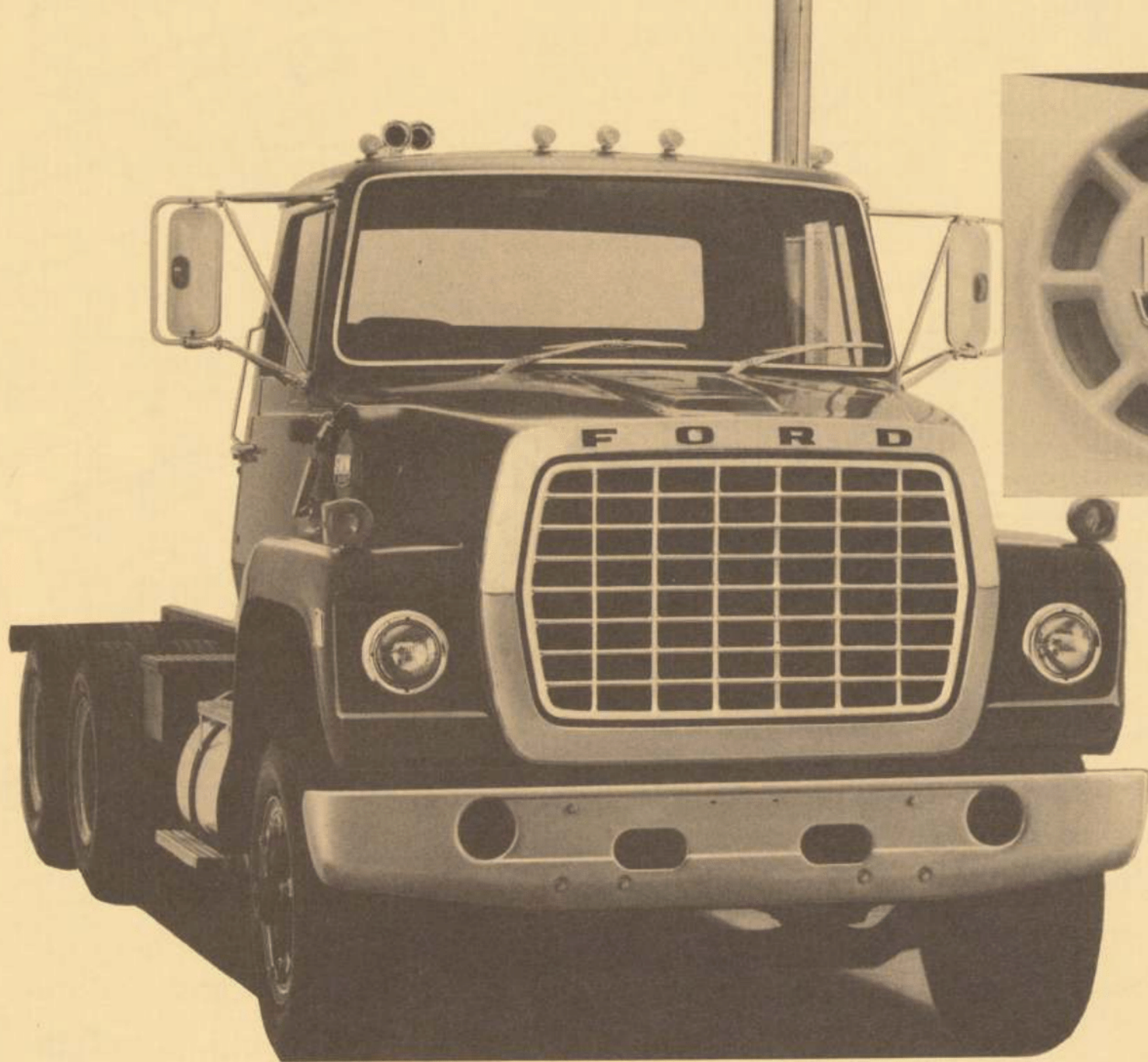


The background of the advertisement is a detailed technical drawing of a truck chassis, rendered in a light tan color. The drawing shows various components of the chassis, including the frame, suspension, and wheels. Numerous dimensions are indicated with arrows and numbers, some in parentheses, representing measurements in both inches and millimeters. Labels such as 'WB' (wheelbase), 'OAL' (overall length), 'CA' (chassis height), 'C' (cab height), 'G' (ground clearance), 'D' (differential), 'E Rear Track', 'F Front Track', and 'OW' (overall width) are used to identify specific parts of the chassis. The drawing is a top-down view, showing the layout of the chassis from above.

What makes a Louisville?

A concise run-down on the engineering that has made Louisville one of the outstanding heavyweights on Australian roads.



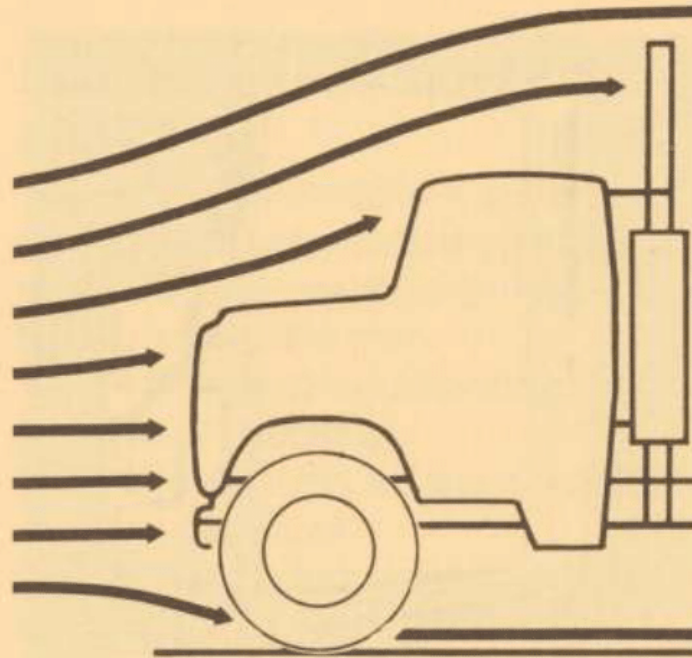


Bonnetted v's Cab-over-engine designs.

After going with flat fronted cab-over-engine designs, some of the big names are now swinging back to normal control with its traditional bonnetted profile. It's the way Louisville has always been, with a short conventional cab chosen by Ford for the benefits of fuel efficiency, especially at the speeds and over the distances encountered in line haul work. Because there have been few outward changes in Louisville, it's interesting to see how the truck has been significantly upgraded in virtually every department since its introduction in 1975. When looked at in terms of capital outlay, job capability and engineering excellence, Louisville compares more than favourably with most of the other heavyweights you may be considering.

- The Louisville short conventional cab provides operators with the advantages of a bonnetted design without going to excessive cab lengths.

- Bonnetted design sharpens the angle of attack, providing a 'slippery'



shape which helps reduce air drag and fuel consumption.

- Additional streamlining devices such as deflectors, spoilers, air dams, are available on a custom-build basis through Ford.

Fibreglass bonnet improves tare weight.

- The bonnet, guards and grille assembly are styled in tough, resilient, weight-saving fibreglass.

- Experience has shown it well able to withstand the most severe operating conditions on most continents.

- The engine fresh-air intake port

is moulded into the side of the bonnet, protecting the cleaner from the weather and from accidental damage to which exposed air cleaners are susceptible.

- Fibreglass construction makes the bonnet very easy to tilt on its C-shaped shot-peened hinges which help cushion the assembly from road vibration.

- The hinges are stabilised by micro-cellular urethane pads, which coupled with other mounting pads along the cowl and combined with positive-lock toggle-operated barrel catches control headlamp bounce.

- These quality hinges also permit a 57° front end tilt, or complete removal of the assembly if required. Prior to removal, both the wiring harness and flexible steel tilt restraining cables can be easily disconnected.

- Possible bonnet flutter is controlled by a centre stabiliser bar and rubber locator pad. Being pyramidal in shape, the pad helps centre the front end assembly prior to locking down.

- Under-guard splash shields with rubber skirts help protect the

engine and under-bonnet components from road slush.

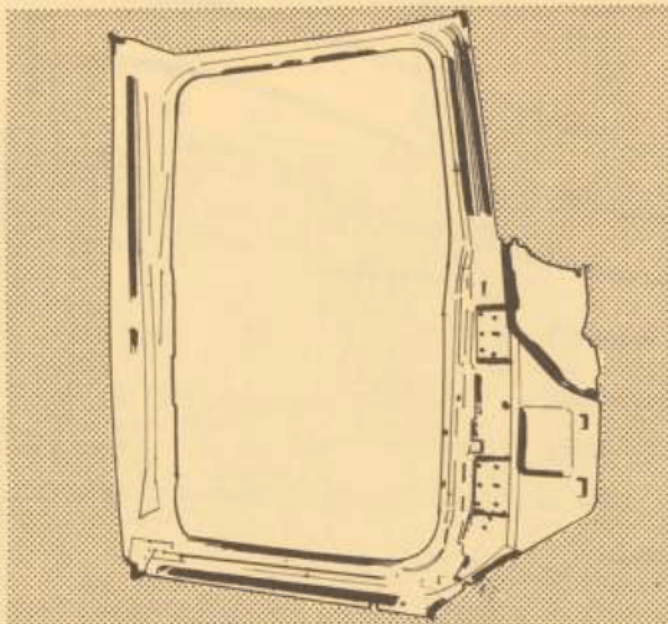
- The fibreglass front end assembly has proved itself to be dent resistant, durable and totally rust resistant. In most cases, it is easily repairable after accidental damage.



The high-strength welded steel cab.

Human factor engineering has helped make the Louisville cab immensely strong and durable with the inherent strength to stand up to the non-stop, year-in, year-out grind of heavy hauling.

- Door openings are one-piece box section frames to help eliminate



joint separation and corrosion. All four corners are further reinforced for freedom from distortion.

- The one-piece cab roof is contoured to prevent oil-canning, and is further strengthened with longitudinal stringers resulting in a panel design of full strength combined with light weight.

- The upper cowl is part of a rigid steel box section designed to cut down on twisting and flexing across the cab front, so reducing the chance of windscreen stress cracks.

- The flat, one-piece floor has no welded joints to separate or rust out. Being one-piece, it effectively seals

out fumes and dust. Being flat, it is easily swept clean.

- The underbody is reinforced with steel box sections to provide structural strength where it is required. These 'sled runners' continue up the outside of the fire wall adding more strength and durability.

- The back of the cab is reinforced with transverse steel box sections above and below the rear window, as well as across the bottom of the cab wall. Internal reinforcements also provide added support for back panel mounted items.

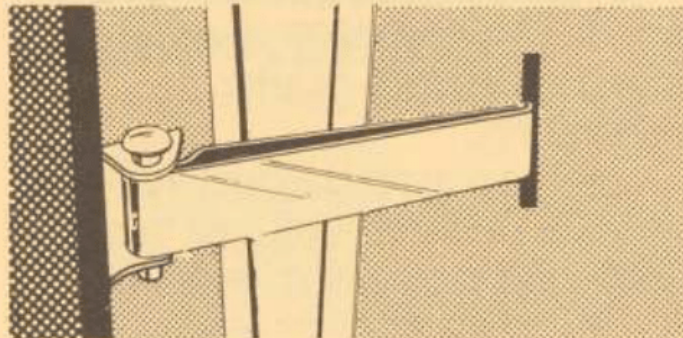
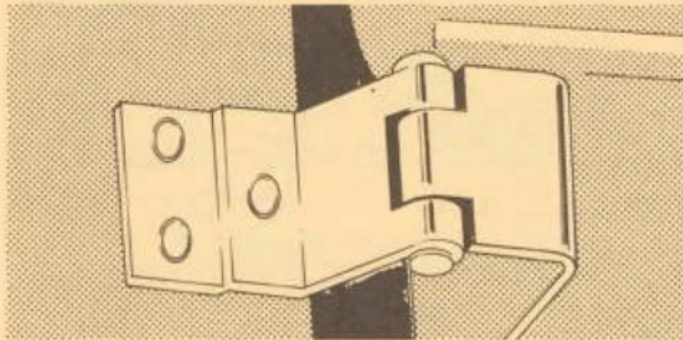
- The entire steel cab is processed through an anti-corrosion electrocoat primer bath to make it more resistant to rust, especially in those areas ordinary spray techniques can't reach.

Carefully controlled door fit adds to cab strength.

- With both doors closed, the hinges and locks add greatly to the overall integrity of the cab.

- Double yoke door locks provide added strength in both 'pull apart' and 'opening' directions.

- Two door wedges, solid at the top and spring-loaded at the bottom, help prevent door chucking.
- Hinges are rugged, forged steel, strap type, with three-dimensional adjustment. They are zinc-plated and chromate dipped for long life.
- Door check link assemblies limit door opening travel, providing easier entry/exit for drivers and passengers.
- The strong durable lock mechanism provides for in-cab push-button locking, door handle unlocking, and outside keyless locking.

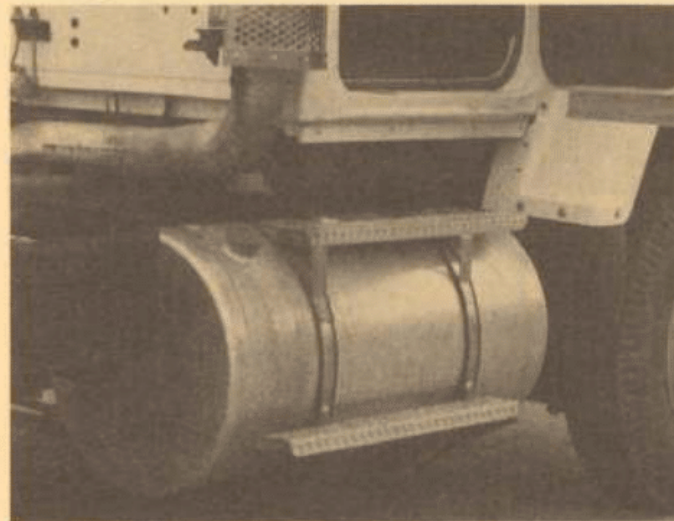


Heavy-duty cab mounting system.

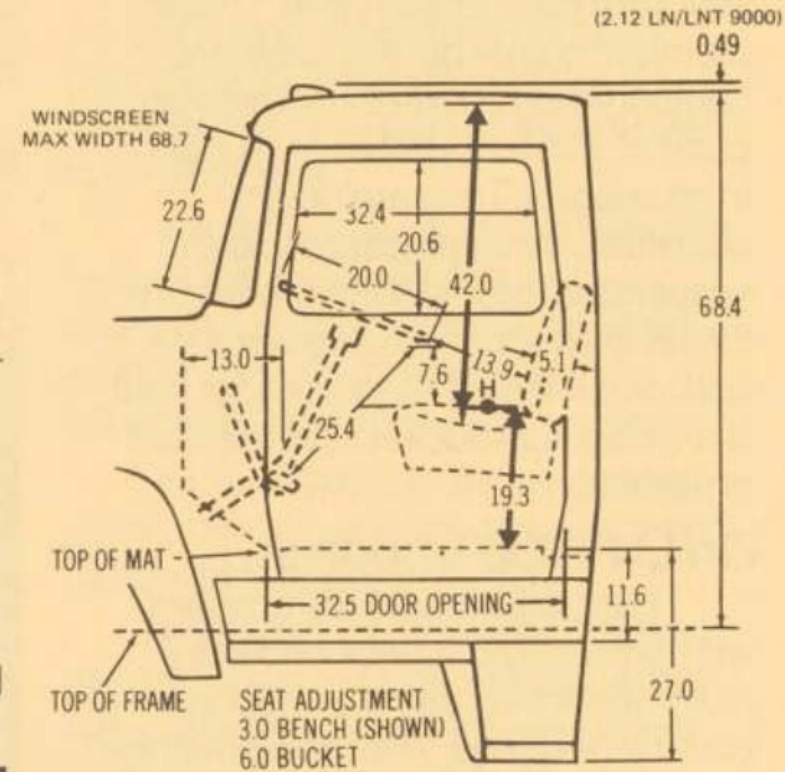
- The Louisville four-point suspension system utilises premium quality rubber compression-shear type mounts at the rear.
- Front cab mounts control cab fore and aft chucking.
- For security, a Z link is provided in each rear mount.
- This system results in an excellent ride and extends the durability of the cab by isolating it from any frame flexing.

Cab comfort, convenience and instrumentation.

Entry is via two steps built around the cylindrical or D-section fuel tanks



(depending on model), with convenient side-assist handles to make the job easy.



Doorways are man sized.

Measurements from the H point in the diagram clearly show that most drivers could wear a top hat in this cab.

Size alone however is not a measure of roominess and comfort. It's how this room is tailored to the varying requirements of different drivers – the broad and the short and the tall.

Seating – the basis of driver comfort.

National Cush 'N' Aire drivers' seats are fitted as standard. These premium quality bucket seats are contoured to provide excellent overall comfort with firm lumbar and under-thigh support. They are height adjustable by air pressure and air suspended to isolate the driver from the tiring effects of engine vibration and road shock. The passenger seat is an individual bucket seat but fixed in position.

On LNT 9000 models...

High-back seats are covered with extremely durable upholstery cloth which may easily be sponged clean as required. The cloth breathes to provide good air circulation under the driver.

On LN 9000 and LN/LNT 8000 models...

Low-back seats are covered with hard-wearing, easy to clean vinyl trim.

Overall, the design objective was to provide comfortable seating in the interests of driver efficiency and increased productivity.

Premium cab insulation reduces driver fatigue.

The Louisville cab is heavily insulated against the entry of engine heat, noise and temperature extremes.

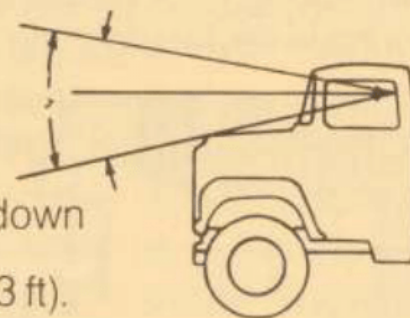
- Engine cover – heavy fibreglass insulation.
- Fire wall – 20mm ($\frac{3}{4}$ ") fibre pad insulation adhered to moulded hardboard, sealed along the bottom with a rubber flange.
- Cab roof and back – 13mm ($\frac{1}{2}$ ") fibre pads retained by hardboard trim panels.
- Cab floor – insulated against the entry of road noise, heat.



Louisville provides a 'balanced' glass area.

Driving visibility must always be balanced against driver comfort especially in Australia where high ambient temperatures are often the rule.

- Windscreen area is 9770 cm² (1515 sq ins)
- Wipers are positioned so that nearly 80% of the windscreen area is swept – an important safe driving consideration.



- Forward down vision is 7.6 metres (22.3 ft).
- Forward vertical vision angles are 14.8° up, 14.0° down.
- Side windows, including vent, provide 7740 cm² (1200 sq ins) of glass for visibility in close-quarter manoeuvring.
- The rear window features 4050 cm² (628 sq ins) of glass area for good visibility when changing trailers, etc.
- Laminated glass windscreens.

Take the wheel of a Louisville.

- Steering column is adjustable in 13 mm ($\frac{1}{2}$ ") increments with a maximum travel of 114 mm ($4\frac{1}{2}$ "), providing nine tailored wheel positions. (9000 series)



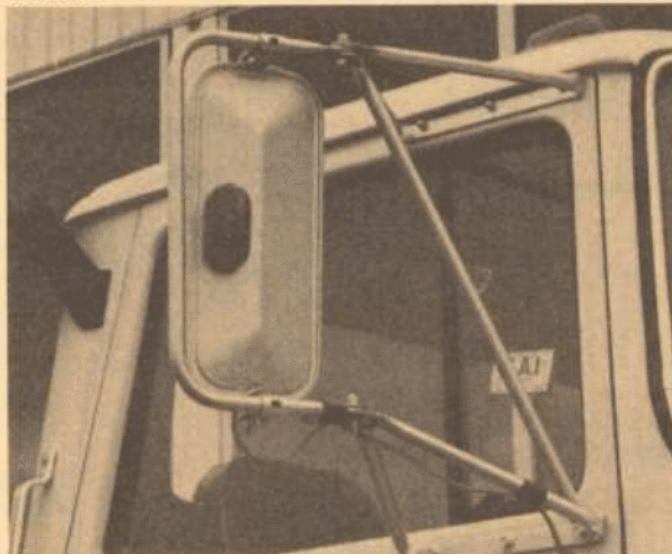
- A constant 20° wheel angle is maintained through the adjustment range for driver comfort and steering efficiency.
- The steering column operates through a constant velocity joint and tapered roller bearings for a smooth steering action.
- The steering column has a knee protector covering.

The Louisville custom-level cab is equipped with...

- Wide-vision West Coast rear-view exterior mirrors.
- Lap seat belts for driver and passenger restraint.
- All controls within easy reach of

the driver when belted up.

- Heating capacity to achieve 26.6°C (80°F) with an outside ambient temperature of -12.2°C (0°F).
- Three-speed fan to provide air volume control for heating and demisting.
- Driver convenience tray styled into the top of the engine cover.
- Dual air horns on LN/LNT 9000.

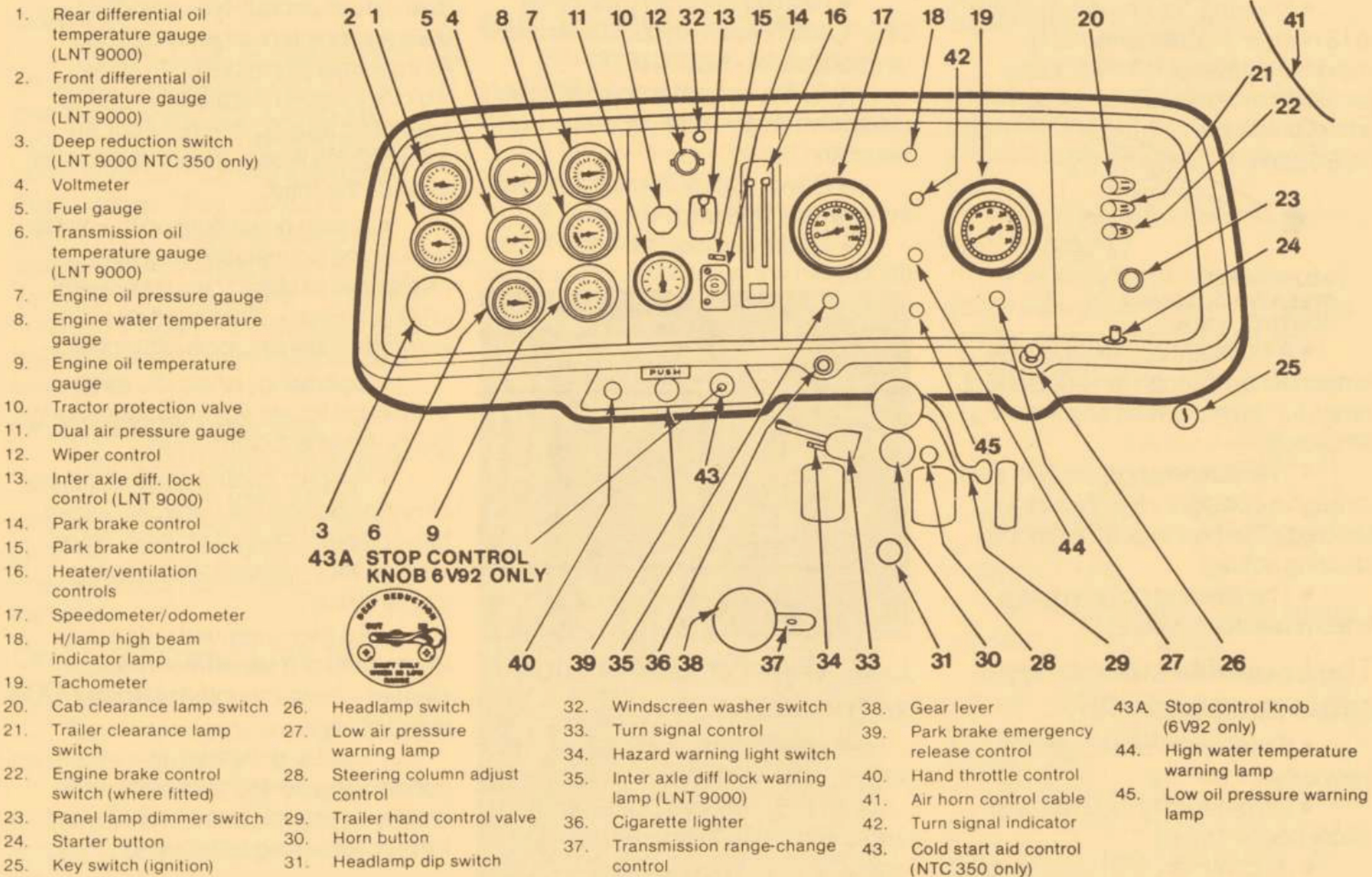


Louisville control – function with style.

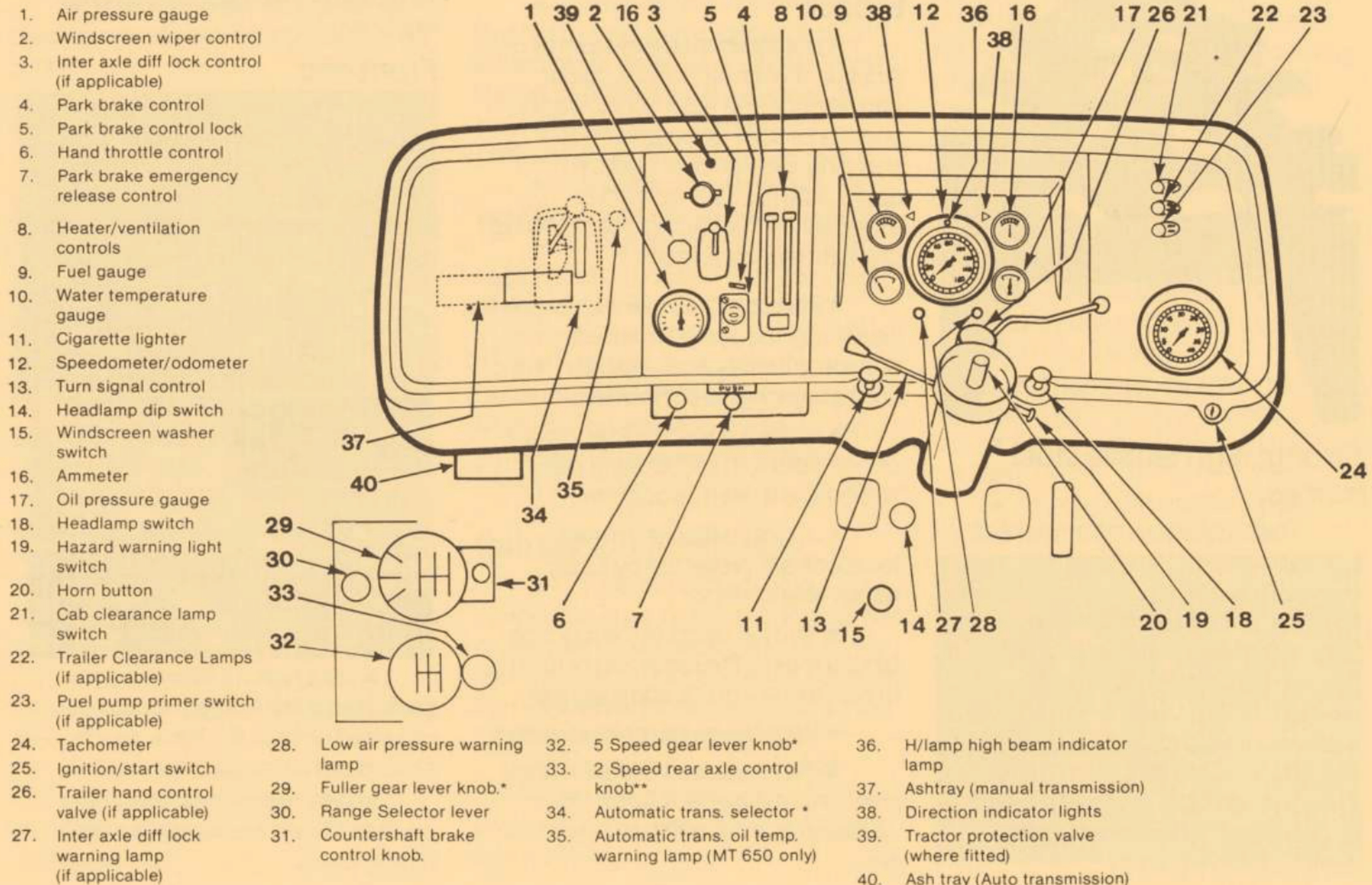
- Padded fascia with simulated woodgrain dashboard applique.
- Driver-oriented 'wrap-around' instrument panel to bring all instruments and controls into close proximity.

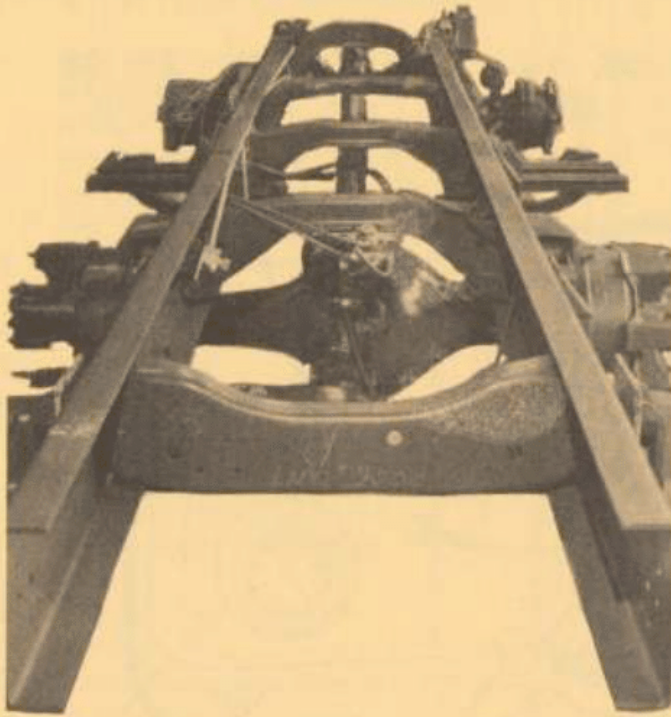
- Recessed instruments with glare-proof, aircraft-type backlight dials and pointers for easy sighting. All instruments calibrated to show 3 o'clock when operating normally, permitting at-a-glance read out, so reducing the time a driver's eyes need to be off the road.
- A drop down door on the far left reveals the convenient easy-to-maintain fuse block (circuit breakers in 9000 series) – all labelled for immediate identification of function.
- Operating panels are easily removable for servicing gauges wiring, gauge lighting, controls, etc.
- 'Air-pac' control panel contains all hand operated air controls. Levers have different shapes for easy driver identification without looking away from the road.
- Further improved vision due to absence of a stack-mounted air cleaner – cowl-mounted unit is out of line of sight.
- Heater, or heater/air conditioning controls are of the slide lever type providing easy adjustment for precise setting as required.

Instrument panel and controls - LN/LNT 9000



Instrument panel and controls - LN/LNT 8000





Strong, high tensile steel frames.

The steel chassis frames of all Louisville models are designed on an energy-absorbing principle. They are ruggedly engineered from deep, single-channel profile steel and the rails are heat treated for added strength. Only premium high-tensile steel with a yield strength rating of 758,000 kPa (110,000 psi) is used. This high-strength, low-weight steel backbone provides for excellent payload carrying ability.

Louisville electrics—from front to back.

A comprehensive system of junction blocks and circuit colour coding/labelling from front to back, speeds circuit tracing and trouble shooting. Service managers will appreciate the saving in time especially in the tracing and rectifying of irritant electrical faults.

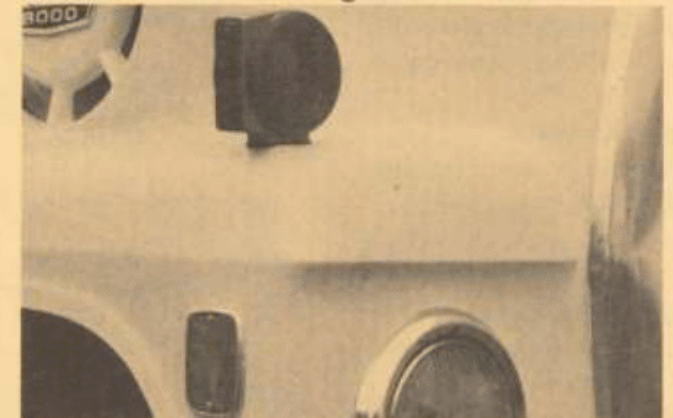
- The Louisville electrical system was designed, tested and built to provide durability and reliability throughout the working life of the truck.
- Colour-coded stud and nut connectors with self-locking star washers are used throughout.
- Junction blocks in open locations are protected by easily removable covers.
- The locations of the junction blocks makes the replacing or routing of new wires a quick and easy job.
- Wiring is vividly colour-coded.
- The Hypalon insulation used throughout is highly resistant to abrasion and will not burn or sustain fire.

- Most wiring is heavy duty 18 gauge with 16 gauge used in the front end.

Front end.

Junction block, fibreglass mounted, for the convenient attachment of headlamp and turn indicator wiring. This junction block allows for complete wiring disconnection for front end removal.

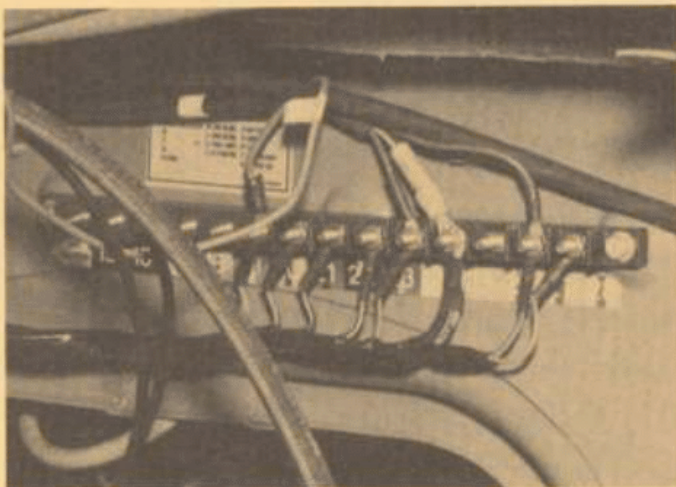
- The front-end wiring harness is shielded by an extruded neoprene jacket for further protection in exposed areas where flexing is allowed for.



- Turn signal indicators are contained within integral guard mounted units, bulbs have shock-absorbing housings.
- Headlights are long-range quartz halogen for excellent night driving ability.

Engine compartment.

- The cowl-mounted junction block connects cab wiring to front end wiring.



- A cover protects the junction block against the elements, reducing the risk of shorts.
- Colour-coded terminal posts on the strips permit easy circuitry additions and fault tracing.
- The Hypalon insulated wiring harness is covered with neoprene heat-sealed thermo-setting tape 0.25 mm (.01") thick to reduce the risk of single wire shorts causing complete failure.
- For added reliability, the harness is securely clipped and carefully routed through the engine compartment.

In cab.

- Fuse panel conveniently located behind a drop-down door on the left of the instrument panel. Permits faster fuse replacement and circuit additions. All circuits labelled for immediate identification.
- Automatic circuit breakers are standard on the Louisville 9000 Series.
- The turn signal indicator and hazard switch unit is of the heavy-duty constant rate Signal Stat type for extended durability.
- Routing of in-cab wiring is clean and efficient. New wiring may easily be routed along the same path providing full protection and ease of serviceability.

Cab back/rear of frame.

- Behind the cab wiring is connected at a junction block mounted on the cab inside back panel. A spare grommet in the floor and extra posts on the block allow for circuits to be added for additional equipment.
- Batteries – Louisville 8000 models are fitted with three x 12 volts. Louisville 9000 models are fitted with four x 6 volts.

- Chassis frame wiring is routed via a corridor formed between the top of the cross-members and the underside of the upper rail flange – providing a high degree of protection from abrasion and from the elements. Closely spaced plastic coated clips maintain harness position without chafing.

- Wiring dependability is extended by heat-sealed thermo-setting tape which forms a moisture barrier and protects the Hypalon wire insulation from damage. The rear of frame junction block is mounted high in the frame web.

- Extra posts allow for additional circuits.
- A cover protects the block against road slush and weather.



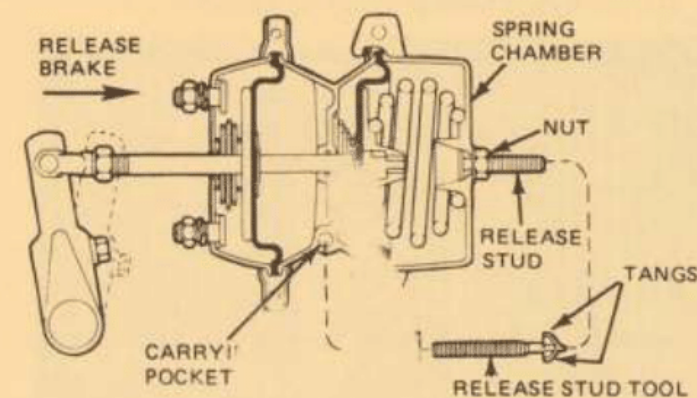
Braking systems for positive stopping power.

Split air dual brake system.

- Service brakes are full air, dual circuit with single cam actuation to one leading and one trailing shoe on all wheels.
- Being a split dual arrangement, valves incorporated in the system provide for controlled braking in the event of malfunction.
- In the unlikely eventuality of a complete air brake malfunction, the park brake will automatically apply.

Spring-set park brake.

- A spring park brake operates on the single rear axle 4 x 2 models



and on both rear axles in 6 x 4 models.

- In the event of rear service brake loss, actuation of the spring-set brake is through the foot pedal permitting modulated application for improved control.

For additional trailer braking security.

- In the event of service brake malfunction, automatic trailer braking will apply, actuated by the automatic application of the truck spring park brake, so averting the possibility of a potential jack-knife situation.
- Rapid trailer brake release action through the incorporation of a quick release valve in the trailer circuit.
- On tandem axled vehicles, each axle has a relay valve. If one valve fails, braking is retained on at least one axle.

Brake lines.

Nylon brake lines are used throughout and are colour-coded for ease of tracing and identification.

Green for primary. Red for secondary.

Orange for parking. Yellow for accessory.

If and when brake line repairs become necessary, the premium quality fittings are reusable.

- The nylon lines are extremely resistant to abrasion, chemical contamination, and ageing. They are inert in water and remain pliable under extremes of temperature.

Jacobs engine brake.

- The Jacobs engine brake is standard fitting on LNT 9000 equipped with the Cummins NTC 350 engine. It is optional at extra cost on other LNT 9000 models powered by either Cummins VT 300 or Detroit Diesel 6V-92TTA engines. It is not available on LN 9000 and LN/LNT 8000 models.

This is an important security feature as it lessens the usage of the service brakes. Consequently, service brake life is greatly increased.

- Like all engine brakes, the Jacobs unit works by converting a power producing engine into a power absorbing compressor. The correct gear selection on downgrades will generally allow complete exhaust-brake control of the vehicle.

Cooling efficiency is vital.

In many parts of Australia where extreme ambient temperatures are the rule, a highly efficient cooling system is vital for engine operating efficiency and reliability. Louisville features:

- Heavy-duty cross-flow radiators with side-to-side water flow instead of up and down. This allows increased frontal cooling area for more efficient heat dissipation, plus a shallower fan blade pitch for reduced horsepower drag.
- A fan clutch provides a further horsepower saving which is reflected in reduced fuel consumption and improved vehicle performance overall.
- Cross-frame radiator mounting means a straightline crankshaft power take-off can be installed (at extra cost) without radiator modification.
- Cross-flow radiators are low profile and therefore allow a low bonnet line for excellent road visibility.
- A three-point rubber-isolated mounting system reduces road shock, vibration and twisting to prolong radiator life.
- Hose clamps are premium quality, re-usable worm-drive stainless

steel band type for no-leak connections.

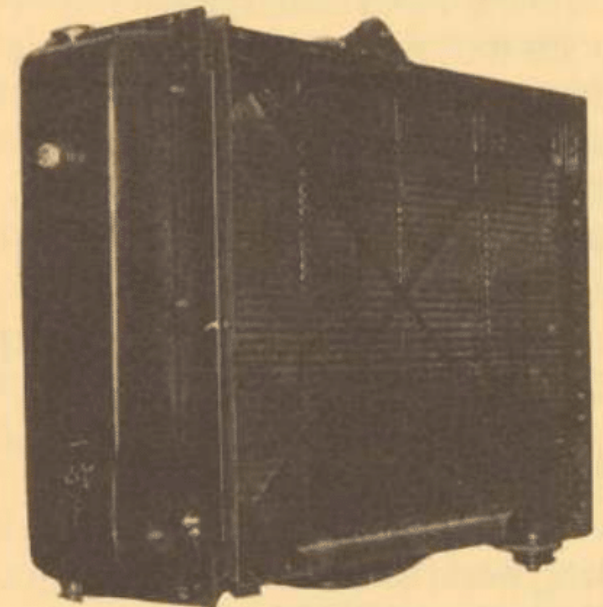
- Louisville hoses are highly resistant to ozone deterioration for low maintenance and long life.
- A positive coolant deaerating system reduces the possibility of hot spots in the engine which could lead to scored cylinder walls and seized pistons.
- Deaeration is accomplished in around ten to twelve minutes, or half the time required by most engine manufacturers for a full system air purge.
- The right hand radiator tank has a baffle designed inside which eliminates the need for a surge tank, keeping the installation straightforward.
- Sight gauge for fast easy checking of coolant level, and pressure release cap.

Louisville 8000 models.

This Series is fitted with a heavy-duty 5161 cm² (800 sq. in.) frontal area cross-flow radiator for excellent cooling ability, and a soldered brass side filler tank.

Louisville 9000 models.

This Series is fitted with a premium quality cross-flow radiator of 6709 cm² (1040 sq. in.) frontal area featuring a bolted stainless steel side filler tank.



Range of premium powerplants.

Job matched for top efficiency and reliability.

Louisville offers you a range of some of the world's best diesel engines, tried and tested over millions of kilometres on virtually every continent. Between them, Cummins, Caterpillar and Detroit Diesel build the engines to power Louisville, providing operators with a choice of capacities to handle most jobs with economy and efficiency.

Cummins.

Highly regarded throughout the trucking world as makers of premium quality engines. LNT 9000 may be specified with the NTC 350 Big Cam, Formula 300 Big Cam 11 or VT 300.

The Cummins VT 270 is the powerplant for

LN 9000 models:

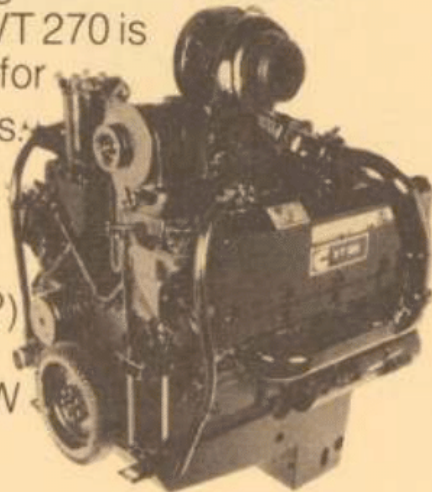
VT 300 223 kW
(300 HP)

Governed*,
234 kW (313 HP)

Maximum*:

NTC 350 261 kW
(350 HP)*

*Gross SAE.



Underhood air cleaner—hallmark of Louisville.

The cowl-mounted dry-type air cleaner is easily serviced in its under-bonnet location. A restriction indicator gauge signals when servicing is required, and an automatic vacuator valve is also included. Cleaner size varies with model and engine air intake requirements.

- Engine fresh-air intake 'AirPort' is moulded into the fibreglass bonnet side wall.

- All Louisville 9000 models are equipped with a 406mm (16") diameter

Detroit Diesel.

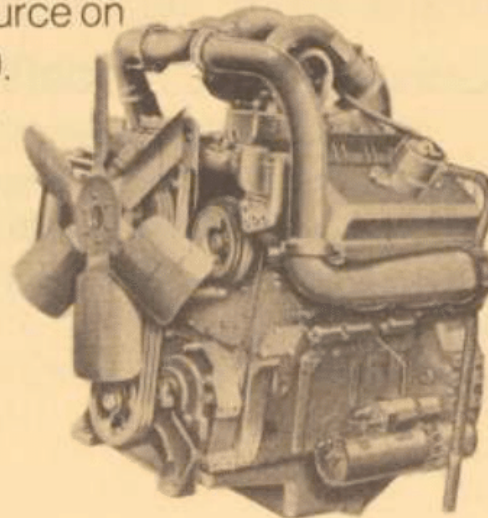
For line haul operators standardised on Detroit power, Louisville offers the popular and proven 6V-92TTA as an alternative power source on

LNT 9000.

6V92TTA

229 kW
(307 HP)*

*Gross SAE.



Donaldson 'Cyclopac' 2-stage high-capacity cleaner with safety element for added engine protection.

- All Louisville 8000 models are equipped with a Donaldson 356mm (14") single stage air cleaner.

- Donaldson 'Cyclopac' air cleaners incorporate an intake design feature which generates a cyclonic air action and separates out the heavy debris prior to the air entering the primary filter stage.

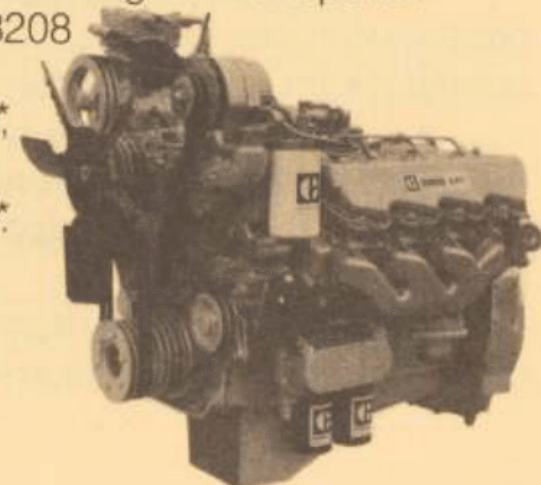
Caterpillar.

Truck operators know the "cat promise" – durability and reliability from the world's top name in heavy earth moving equipment. Choose the Cat 3208 engine in two power ratings. 3208

130 kW
(175 HP)*

157 kW
(210 HP)*

*Gross SAE.

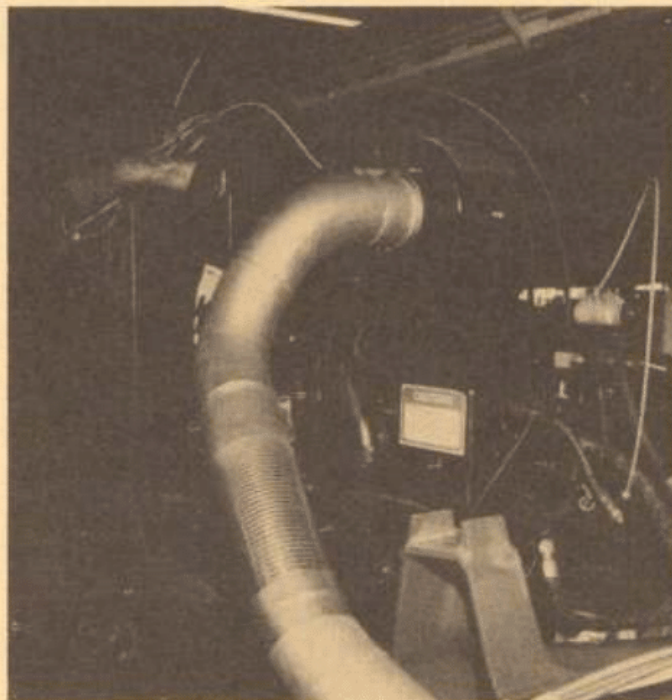


Compatible exhaust systems.

Louisville features a completely compatible induction and exhaust system providing full engine power from any of the diesel powerplants offered by Cummins, Caterpillar and Detroit Diesel.

The attractive yet totally functional exhaust components aid low smoke emission levels, quiet operation and long system life.

- Cab mounted single vertical muffler and pipe is standard on all Louisvilles.
- All 9000 models have the vertical muffler and pipe mounted at the left hand rear corner of the cab to reduce the effects of exhaust noise and heat on the driver.
- All exhaust systems are equipped with an aluminium heat shield.
- Louisville 9000 series are fitted with a chrome outlet pipe.
- Louisville 8000 series have a rain cap fitted as standard.



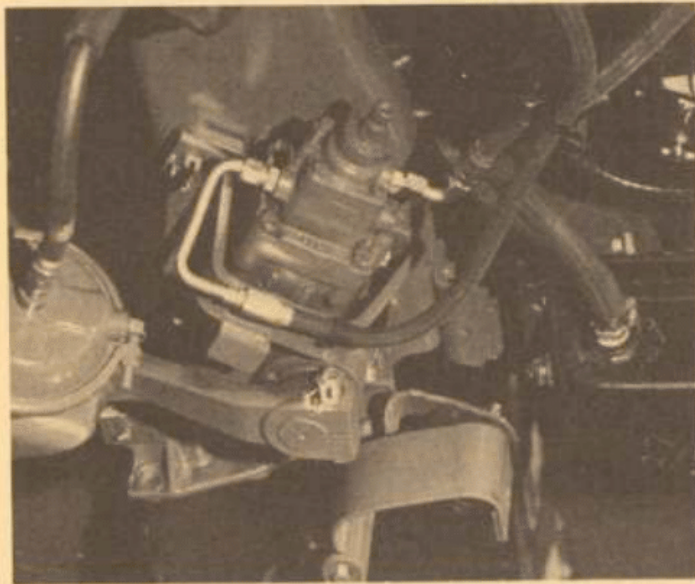
Positive power steering – standard on all models.

All Louisville 8000 and 9000 models are equipped with Ross heavy-duty integral power steering systems. These help reduce driver fatigue and steering system wear, improve manoeuvrability, eliminate wheel fight and steering kick-back.

- All Louisville models feature a high-capacity by-pass pump with a large fluid reservoir for cooler operating. The reservoir has an internal filter for improved operating performance.
- The 'by-pass' feature reduces the possibility of high-pressure blow outs.
- Louisville 9000 models utilise direct drive via an engine coupling. 8000 models are belt-driven, with the pump designed to run at low speed to ensure long belt life.
- Integral power steering gear provides high output torque while eliminating drag-link installed control valves, separate primary power cylinders and several articulating hoses. This results in improved system life.

- Steering gear is solidly mounted to the frame with premium high-torque bolts, castellated nuts and cotter pins for secure attachment.

- Idler arms are eliminated, and full-ball joints with polymer socket bearings automatically compensate for wear. They provide a system of low friction and high efficiency, lubricated for life and sealed against contaminants.



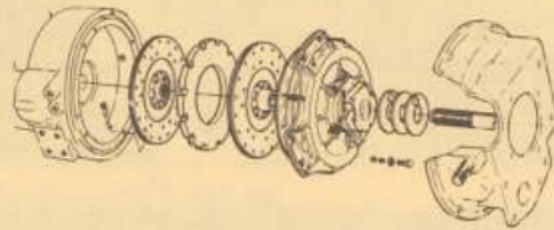
- Steering column slip spline provides crash intrusion protection of up to 127 mm (5") between the frame and cab interior.

- Driver efficiency is increased by the smoothly operating constant velocity joint and tapered roller bearings.

Clutch assemblies for long life.

Depending on model, the Louisville line-up is fitted with either a Dana Spicer or Borg & Beck clutch assembly.

- The Dana Spicer clutch fitted to all Louisville 9000 models is a mechanically actuated, twin-dry plate angle spring clutch incorporating a torque-limiting clutch brake.



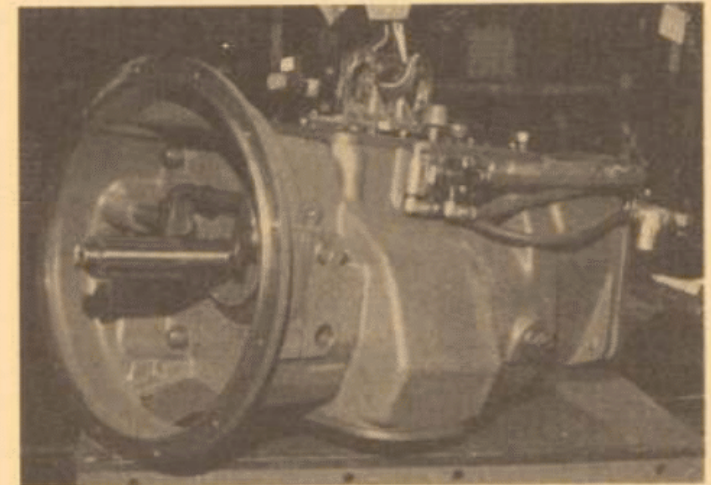
- The angle spring clutch unit features reduced pedal effort, constant plate load, shorter pedal stroke, maximum cover ventilation, isolated pressure springs and internal adjustment.

- The torque limiting clutch-brake stops transmission damaging gear clash and helps prolong transmission life by making it easier for drivers to shift into first or reverse.

- A Borg & Beck clutch is standard fitting on all Louisville 8000 models.

Choice of transmissions.

A selection of world-class transmissions are job matched to engine power criteria and work demands throughout the Louisville range.



Eaton Fuller Roadranger.

These constant mesh transmissions have a direct top gear drive. Their twin counter-shaft design with a unique floating main shaft permits the transmission input torque to be equally divided between the two countershafts. This ensures lower stressing of all components, shorter overall length, lighter weight and increased capacity with lower maintenance. Eaton Fuller transmissions are standard fitting across the whole Louisville range.

Allison Automatic Transmissions.

The integral torque convertor absorbs drive-train shocks and adds to transmission life. It reduces engine damage by refusing to lug at lower speed and cutting down on engine over-speeding. Because the power flow is smoother, tyre wear is more uniform and fragile cargo damage is lessened. And since automatic transmissions shift under full power, there is no power loss during shifting. Allison automatics are optional at extra cost on LN/LNT 8000.

Rugged main drive shafts.

The main drive shaft universal joint sizes are all heavy duty to deliver long trouble-free running:

LN 8000 - 1600 Series

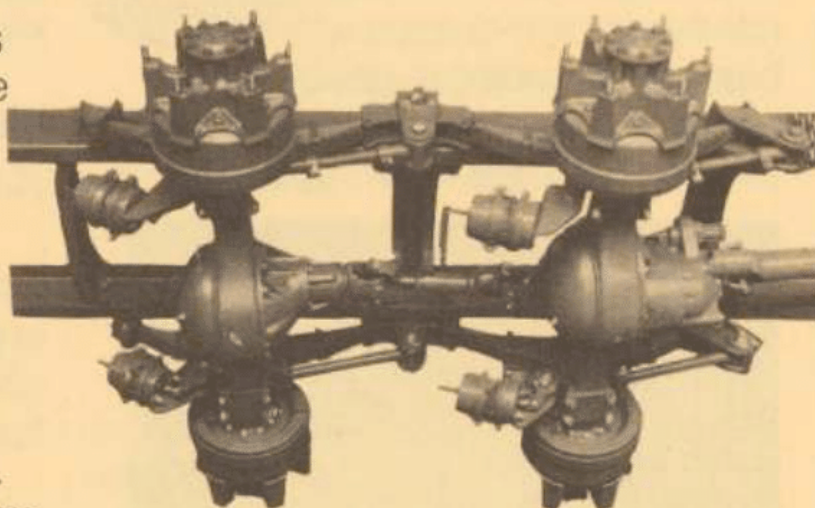
LNT 8000/LN 9000 - 1700 Series

LNT 9000 - 1800 Series.

Single and tandem drive rear axles.

Depending on model selected, Louisville features two of the world's leading rear-axle 'names'. Between them Rockwell and Eaton put truck

power on the road with the utmost efficiency and reliability.



Rockwell tandem-drive rear axles.

Rockwell hypoid tandem-drive axles feature a single reduction and a through-drive which incorporates an inter-axle differential on the forward axle. This differential splits the intake torque equally between the leading and trailing axles but can be locked out to provide improved traction under wheel-slip conditions.

Eaton single-drive rear axles.

These offer an excellent line-up of high-performance features:

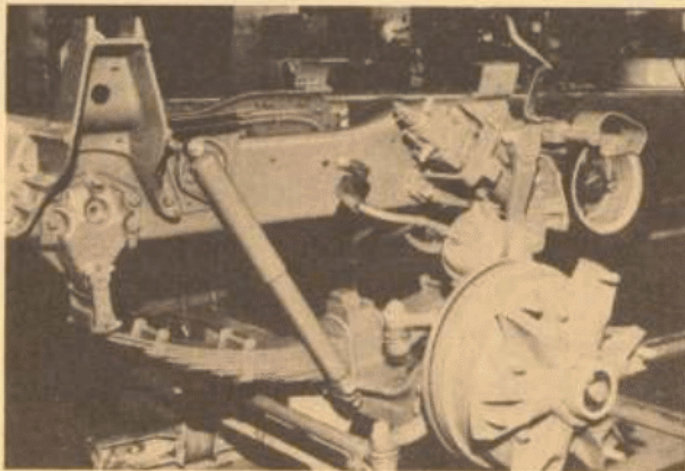
- Forged differential gears for high torque strength and shock impact resistance.
- Spiral bevel gearing for lower lubricant temperatures, longer life.
- Electromagnetically hardened axle shafts for superior strength.
- Positive lube system and reserve strength axle housings.

Suspensions for on and off road.

Louisville is an all-round performer with a range of suspension systems to handle loads over a wide range of road surfaces from freeway to logging track and everything in between.

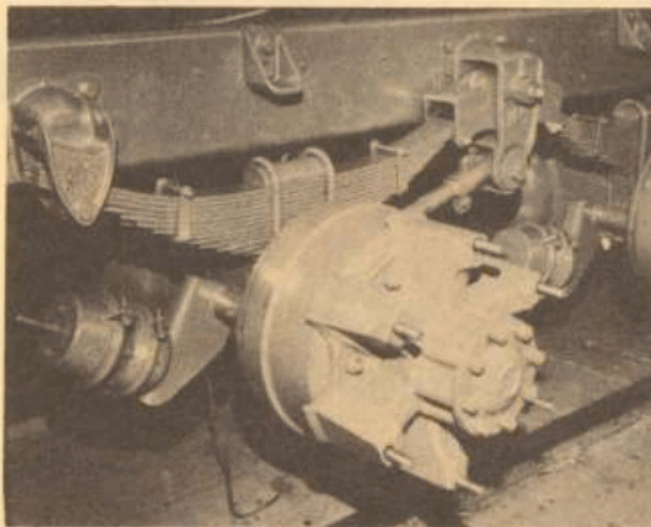
Front suspension (all Louisville models).

A Ford designed system is common to all Louisville models. Featuring front leaf springs assymmetrically mounted, with the front axle positioned ahead of the spring centre to reduce spring wind-up. Front telescopic shock absorbers provide suspension dampening and improved ride.



(LN 8000/9000).

The Ford rear suspension on all 4 x 2 models has main leaves which ride free in cam-shaped spring hanger brackets, providing a variable deflection rate by reducing the spring effective length as load is applied.



Rear suspension

Reyco (LNT 9000).

Recommended for bulk tankers plus interstate and general freight work where perishables and breakables are involved - but not where high centre of gravity loading is encountered.

- Provides a low tare weight, smoother ride and reduced articulation.

- Selected for sealed road surfaces, plus graded gravel where the latter does not exceed 15% of the total kilometres to be travelled.

Hendrickson (LNT 8000/9000).

Recommended for interstate general freight, including high centre of gravity loads, plus tipper and construction work as well as stock haulage.

- Provides a simple yet durable suspension with stiff roll resistance offering a firm all-round ride. Experience has shown it to be a sound medium service suspension for the average operator.

- Selected for most surfaces, but not recommended for use on continuous unsealed roads with corrugations and potholes.

Six Rod (LNT 9000).

Recommended for general freight over most surfaces including unsealed roads. Widely used for bulk tankers, tippers, construction, stock haulage, logging and road trains (doubles).

- Provides a heavy duty and extremely durable system offering stiff roll resistance combined with a good all-round ride.

- Selected for all surfaces and very suitable where continuous running on unsealed roads with corrugations and potholes is being considered.

'Feet on the ground' servicing means more roadtime – less downtime.

No truck earns its keep sitting in the service bay. That's why Louisville was designed for rapid turn-around, from daily 'under-bonnet' checks to scheduled servicing and major overhauls.

- Complete fibreglass bonnet assembly tilts easily to a full 57°. With its lightweight strength, it is also easily removed for major work.

- Most 'under bonnet' service items can be reached without stands or platforms, making roadside adjustments easy.

- Drivers and mechanics stand up close to the engine for time-saving working ease.

- Radiator coolant level can be quickly checked via the sight gauge on the right hand side of the filler tank. Coolant can be added as required from ground level.

- Radiator drain cocks are located outside the chassis frame rails on both sides of the radiator and are

easily accessible with the front end tilted.

- Oil dipstick and filler cap are in the engine compartment, and in some models, can be checked without tilting the front end.

- Cowl mounted air cleaner is easily serviced in its under-bonnet location with the front end tilted. An air cleaner restriction gauge indicates when the element needs servicing.

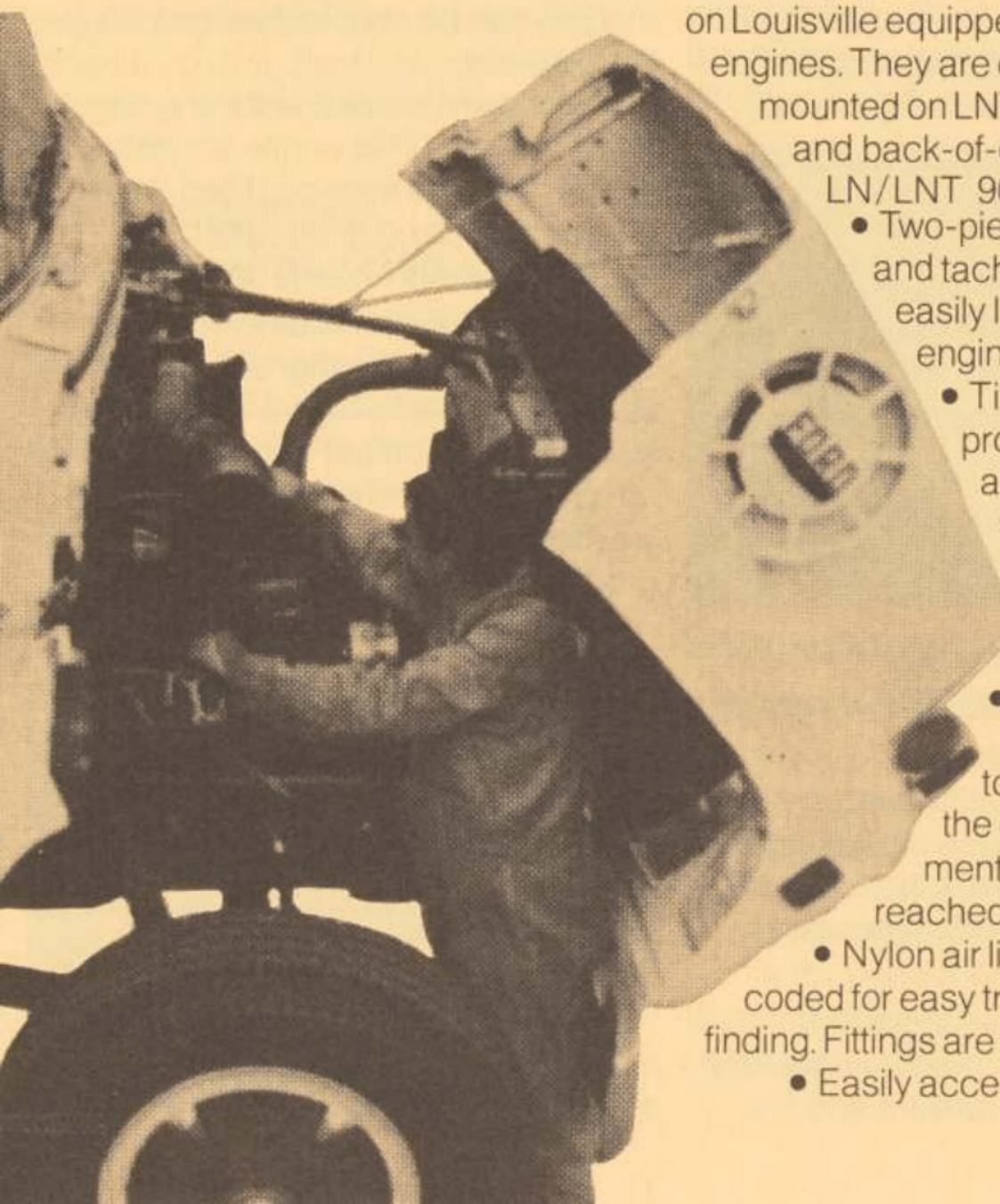
- Windscreen washer reservoir is on the cab back panel behind the passenger seat. Being translucent, the level can be checked visually without removing cap, and in most cases, washer fluid can be added from the ground.

- Batteries are located along the frame rails for easy checking and/or adding of electrolyte.

- Four electrical junction blocks are strategically placed to shorten circuit tracing or testing time. They are labelled or colour-coded to speed the job of complete system troubleshooting.

- Fast-access fuse panel or easy-reach circuit breakers (on 9000 models) are located behind a drop-

down door on the left hand side of the instrument panel. Fuses and circuit breakers are labelled for immediate identification of function.



- Mechanical clutch and accelerator linkages are readily accessible and easily adjustable.
- By-pass oil filters are standard on Louisville equipped with Cummins engines. They are chassis frame mounted on LNT 9000 (NTC350) and back-of-cab mounted on LN/LNT 9000 (VT300).
- Two-piece speedometer and tachometer cables are easily lubricated from the engine compartment.
- Tilting front end provides easy access to power steering gears, plus belt adjustment on 8000 models.
- Air stop light switch is mounted to the air manifold in the engine compartment and is easily reached from the ground.
- Nylon air lines are colour-coded for easy tracing and fault finding. Fittings are reusable.
- Easily accessible manual drain

cocks on main air reservoirs.

- Power steering oil reservoir located at the rear of the cab (on some models) for easy servicing.

- 'Air pac' control panel can be turned down for servicing air valves, dual needle air pressure gauge and all connections.

- All instrument 'panels' are removable for easy service access to instruments, wiring and gauge lighting.

- Door/window opening mechanisms and door locking systems are serviced via a removable snap-in access plate in the door.

- Engine design installation makes major in-vehicle overhaul of the engine a cost-saving operation.

- To assist servicing, a truck Specification List (TSL) is provided with every Louisville. It details over forty of the major component assemblies used in each particular truck. When this list is used in conjunction with the Ford Parts Manual, it ensures the fast identification of the correct replacement parts needed.

FORD L SERIES

